

IN THE CLAIMS:

Please amend claims 1, 3, and 12 as presented below.

Please cancel claims 2, 4, 5 and 17 as presented below.

The status of the claims in the present application, presented in numerical order:

1. (Currently Amended) A vehicle theft deterrent system, comprising:

continuity circuitry configured for enabling electrical continuity between a battery and a starter of a vehicle starting system to be selectively broken and made, whereby said continuity circuitry is in a starting system disabled mode when said electrical continuity is broken and in a starting system enabled mode when said electrical continuity is made, the continuity circuitry comprising:

a battery switch configured for being electrically spliced into a power cable connected between the battery and the starter; and

the battery switch enables said electrical continuity to be selectively made and broken, the battery switch further including:

a first electrical termination configured for being connected to a first connection point of the power cable; and

a second electrical termination configured for being connected to at least one of a second connection point of the power cable, an electrical terminal of the battery and an electrical terminal of the starter

a third electrical termination coupled to one of the first electrical termination and the second electrical termination for having a power lead of a vehicle accessory item connected thereto for

enabling electrical power to be provided to the
accessory item while said continuity circuitry is
in the starting system disabled mode;

control circuitry connected to said continuity circuitry and configured for
enabling said continuity circuit to be selectively set to the starting
system disabled mode and the starting system enabled mode; and
said control circuitry includes a signal receiver coupled to said
continuity circuit;

the signal receiver facilitates setting said continuity circuitry to the
starting system disabled mode in response to receiving a first
control signal; and

the signal receiver facilitates setting said continuity circuitry to the
starting system enabled mode in response to receiving a second
control signal.

2. (Cancelled)
3. (Currently Amended) The system of claim 2 1 wherein the battery switch is configured for being spliced into the power cable in an in-line fashion.
4. (Cancelled)
5. (Cancelled)
6. (Previously presented) The system of claim 1 wherein:
said control circuitry includes an actuation device configured for
facilitating switching of said continuity circuitry between the starting
system disabled mode and starting system enabled mode.
7. (Previously presented) The system of claim 6 wherein:

said continuity circuitry includes a battery switch configured for being electrically spliced into a power cable connected between the battery and the starter;

the actuation device is connected to a switching mechanism of the battery switch and is configured for moving the switching mechanism between a first position and a second position;

the first position corresponds to the starting system disabled mode; and
the second position corresponds to the starting system enabled mode.

8. (Previously presented) The system of claim 7 wherein the actuation device includes one of a solenoid and servo connected to the switching mechanism of the battery switch.

9. (Cancelled)

10. (Previously presented) The system of claim 1, further comprising:
a signal transmitter configured for transmitting the first control signal and the second control signal for reception by the signal receiver.

11. (Previously presented) The system of claim 1 wherein:
said control circuitry includes an actuation device configured for facilitating switching of said continuity circuitry between the starting system disabled mode and starting system enabled mode;
said continuity circuitry includes a battery switch configured for being electrically spliced into a power cable connected between the battery and the starter;
the actuation device is connected to a switching mechanism of the battery switch and is configured for moving the switching mechanism between a first position and a second position;
the first position corresponds to the starting system disabled mode; and
the second position corresponds to the starting system enabled mode.

12. (Currently Amended) A vehicle theft deterrent system, comprising:

a battery switch configured for enabling electrical continuity of a power cable connected between a battery and a starter of a vehicle starting system to be selectively broken and made, whereby the battery switch is in a starting system disabled mode when said electrical continuity is broken and in a starting system enabled mode when said electrical continuity is made, the battery switch including:

a first electrical termination configured for being connected to a first connection point of the power cable;

a second electrical termination configured for being connected to at least one of a second connection point of the power cable, an electrical terminal of the battery and an electrical terminal of the starter; and

a third electrical termination coupled to one of the first electrical termination and the second electrical termination for having a power lead of a vehicle accessory item connected there to for enabling electrical power to be provided to the accessory item while said continuity circuitry is in the starting system disabled mode;

an actuation device connected to the battery switch and configured for selectively switching the battery switch between the starting system disabled mode and the starting system enabled mode; and

a signal receiver coupled to the actuation device, wherein the signal receiver facilitates setting the actuation device to the first position in response to receiving a first control signal and setting the actuation device to the second position in response to receiving a second control signal.

13. (Previously presented) The system of claim 12 wherein the battery switch is configured for being spliced into the power cable in an in-line fashion.

14. (Previously presented) The system of claim 13 wherein:
the actuation device is connected to a switching mechanism of the
battery switch and is configured for moving the switching
mechanism between a first position and a second position;
the first position corresponds to the starting system disabled mode; and
the second position corresponds to the starting system enabled mode.
15. (Cancelled)
16. (Previously presented) The system of claim 12 further comprising:
a signal transmitter configured for transmitting the first control signal
and the second control signal for reception by the signal receiver.
17. (Cancelled)
18. (Previously presented) A vehicle starting system, comprising:
a battery;
a starter;
a battery switch electrically coupled between the battery and the starter,
wherein the battery switch is configured for enabling electrical
continuity between the battery and the starter to be selectively
broken and made and wherein the battery switch is in a starting
system disabled mode when said electrical continuity is broken and
in a starting system enabled mode when said electrical continuity is
made;
an actuation device connected to the battery switch and configured for
selectively switching the battery switch between the starting system
disabled mode and the starting system enabled mode; and
a signal receiver coupled to the actuation device, wherein the signal
receiver facilitates setting the actuation device to a first position

corresponding to the starting system disabled mode in response to receiving a first control signal and setting the actuation device to a second position corresponding to the starting system enabled mode in response to receiving a second control signal.

19. (Previously presented) The system of claim 18 wherein:

said electrical continuity between the battery and the starter is provided through a power cable; and
the battery switch is electrically spliced into the power cable in an in-line fashion.

20. (Previously presented) The system of claim 18 wherein:

the actuation device is connected to a switching mechanism of the battery switch and is configured for moving the switching mechanism between a first position and a second position;
the first position of the switching mechanism corresponds to the starting system disabled mode; and
the second position of the switching mechanism corresponds to the starting system enabled mode.